

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5607

晚一十月八日三十三緒光

WEDNESDAY, SEPTEMBER 18, 1907.

三拜禮 號八十月九英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID UP Yes 24,000,000
RESERVE FUNDS " 14,550,000

Branches and Agents:

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWKHAWNG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOUANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposit—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$3,350,000
ABOUT MEX \$5,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and
accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " 4 " " "

3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tues 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft

Deutsche Bank S. Bleichroeder Berlin.

Berliner Handels-Gesellschaft Bank fuer Handel und Industrie

Robert Warshauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN) LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
loaned on application. Every description
of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ,

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).

RESERVE FUND FL 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasuruan, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Raja (Acheen), Bandjermasin.

Correspondents in Macau, Bombay, Colom-

bo, Madras Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues Letters of Credit payable in all important places of
the world and transacts every description of
Banking and Exchange business.

On Current Account at the rate of 2% per
annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 do. 4% do.

" 3 do. 3% do.

" J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS " 14,550,000

Branches and Agents:

TOKIO. CHEFOO.

KOBE. TIENTSIN.

OSAKA. PEKIN.

NAGASAKI. NEWKHAWNG.

LONDON. DALNY.

LYONS. PORT ARTHUR.

NEW YORK. ANTUNG.

SAN FRANCISCO. LIOUANG.

HONOLULU. MUKDEN.

BOMBAY. TIE-LING.

SHANGHAI. CHANG-CHUN.

HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On Fixed Deposit—

For 12 months 5% p.a.
" 6 " 4% "
" 3 " 3% "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$3,350,000
ABOUT MEX \$5,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and
accepts Fixed Deposits at the following rates:

For 12 months 4% per cent. per annum.

6 " 4 " " "

3 " 3 " " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tues 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank S. Bleichroeder Berlin.

Berliner Handels-Gesellschaft Bank fuer Handel und Industrie

Robert Warshauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt

Jacob S. H. Stern a.m.

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN) LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
loaned on application. Every description
of Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ,

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).

RESERVE FUND FL 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasuruan, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Raja (Acheen), Bandjermasin.

Correspondents in Macau, Bombay, Colom-

bo, Madras Pondicherry, Cal

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....	2,363 tons.....	Captain S. Bell Smith.
"POWAN,".....	2,338 "	H. I. Black.
"FATSHAN,".....	2,260 "	O. V. Lloyd.
"KINSHAN,".....	1,995 "	B. Bruch.
"HEUNGSHAN,".....	1,998 "	R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....	1,651 tons.....	Captain W. A. Valentine.
"SUI-TAI,".....	1,651 "	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....	219 tons.....	Captain W. Reynell.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.		

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAIMAN,".....	588 tons.....	Captain J. Wilcox.
"NANNING,".....	569 "	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIBRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th September, 1907. [9]

EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF THE COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME-ORIENT S.S. "PAUL BEAU"

will leave Hongkong, on SUNDAY, 22nd inst. (weather permitting) at 9 A.M., and return from Macao at 5.30 P.M. the same day.

First Class single passage.....	\$2.00
return	4.00
Second " single "	1.00
return	1.50

MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

The steamer will be berthed at the Company's Wharf both here and at Macao.

Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 21st, or on board of day of sailing.

For further particulars, please apply to

BARRETTO & CO., Agents

Hongkong, 16th September, 1907. [809]

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquel & Co.

For further particulars, please apply to

BARRETTO & CO., Agents

Hongkong, 5th April, 1907. [370]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIBRE,

Agents, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907. [14]

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telegraphic Address: "CHEF" HONGKONG, Telephone No. K4.

O. E. OWEN, Proprietor.

(708)

Unrivalled for Comfort and Cuisine; Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys; Moderate Terms and No Extras. Modern Management.

T. S. TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AQUILAR STREET.

REASONABLE FEES.

Consultation Free.

DR. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 20th June, 1907. [60]

Dentistry.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [37]

CHINA'S JUNK FLEETS.

Last week we devoted some attention to the immense fleets of junks in which so much of China's domestic commerce is still carried from one end of the Empire to the other, and the subject has apparently proved so interesting that several of our readers have been writing to us suggesting that a little space might be usefully allotted to the consideration of another variety of junk, the picturesque and graceful looking war-junk, of which myriads are still to be seen skimming along the Chinese coasts, or resting peacefully at anchor at every riverside lekin station in the innermost recesses of the Empire. The appearance of those vessels is especially familiar to people who are fond of making up-country trips; for as the greater part of the war-junks is spent in idleness, they are most usually to be seen, as we have just described them, snugly moored off the inland lekin stations and barriers, where the inquiring foreigner, if he be but ordinarily polite and conciliatory in manner, and perhaps accompanies his advances with the proffer of a few cigarettes to the soldiers and boatmen on board, seldom encounters any difficulty in being allowed to pay a visit to the interesting little vessels and inspecting them from stem to stern. And there is generally a good deal to be found on board; the boats themselves are, as a rule, kept scrupulously clean; their light-coloured timbers are highly polished and everything about them presents an great contrast in appearance as men-of-war in all climes, and all ages are and have been wont to offer to the humdrum, homely looking ships, with the wear and tear and soil of trade in every plate and plank of them, that sail the waters for the purpose of commerce. Constructed on finer lines than the merchant junks, the war-junks can also show a greater spread of sail and are in every way, faster and more easily handled. It is extremely pretty to see them manoeuvring on a broad expanse of water, such as the lakes beyond Soochow, tacking and turning with marvellous celerity, and sailing closer into the wind than almost any other type of craft we know.

These junks are organised and controlled by the provincial authorities and are in no way subject to the orders of the Central Government. Every Viceroy and Governor maintains a large fleet of them, and smaller squadrons are kept by the Provincial Treasurers, Salt Commissioners, and the Taotai and District Magistrates. Their function is to prevent smuggling and piracy, chiefly in the inland waters, for their duties at sea have within the past two or three decades been assumed pretty completely by cruisers of the Imperial Maritime Customs. In addition to the sailors there is usually a detachment of "braves" on boards, more or less numerous according to the size of the vessel, and indifferently armed for the greater, partly with old-fashioned firearms, swords and spears. The ordnance which the war-junks carry is, from many points of view, the most interesting feature of their equipment. It consists altogether of small, muzzle-loading pieces of ancient make, a large proportion having come originally from old foreign frigates and corvettes—the "Blonde," perhaps, or the "Imogen," or the "Andromache" or any of the other famous ships that fought at "Antony," or "Cantone" or Taku in the stirring times of the Opium War. On southern junks pieces of extreme antiquity, dating from the sixteenth and seventeenth centuries, and bearing inscriptions which tell that they originally belonged to the caravels and galleons in which the Portuguese conquistadores—Carmoens himself, perhaps, among them—took Macao and waged war on the Kwangtung pirates, and opened up a rich trade between China and the Indies generations before a British flag appeared in these seas, are still occasionally to be found. But these very old pieces or ordnance are extremely rare, of course, and most of the foreign-made guns in the junk fleets date from 50, 60 or 70 years ago. The guns of native manufacture to be found on board these vessels are newer, for they do not seem to last so long as the European or American article. Though their manufacture has now pretty completely ceased, we believe, they were made up to fifteen or twenty years ago in the smaller provincial arsenals, and it is, after all, guns of about this age and type,—so no-th bore muzzle-loaders, firing solid shot—that are chiefly mounted on mandarin war-junks.

As we have said, these vessels belong almost invariably to the Provincial officials and the Central Government makes no claim to authority over them. Not that Peking has never sought to gain control of them, for it has—repeatedly, but always unsuccessfully. But difficulties relating to naval administration between Peking and Provincial authorities are an old story in China, and they have not always been connected with such humble craft as war-junks either. Our readers, or some of them, may remember the fate of the Lay-Offshore fleet, fated to be advanced of the advancement of Sir Robert Hart to the I.C. ship in the I.M. Customs may be said to have arisen. But that is another story, and we only wish to refer to it here as instancing the friction that has been so frequent in the past between the Peking and the provincial authorities with regard to naval administration. Mr. Horatio Lay, and I. G. of the period, was in England on leave in 1861, his "locum tenens" in China being Mr. (now Sir Robert) Hart. Conferences with the Chinese Ministers on the naval weakness of the Empire resulted in Sir Robert being authorized to send to Mr. Lay orders for certain armed vessels to be officered and manned by Britons. Mr. Lay executed the order according to his lights, as Alexander Michie tells us, engaging Captain Sherard Osborne to command the fleet, which was equipped on a war-footing. The ships came out and all seemed to be going well with the scheme when the whole business was ruined in consequence of a conflict of authority between the Peking and the provincial officials, with regard to the question which was entitled to give Captain Sherard Osborne orders, Peking or the Provinces. The ships were ultimately taken back to Europe and sold—at a heavy pecuniary loss to China.—*Shanghai Times*.

Hotel.

KING EDWARD HOTEL

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLI

Intimation.

W.M.
POWELL,
LTD.,
ALEXANDRA
BUILDINGS.

CHINA & GLASS
DEPARTMENT.

HIGH
CLASS
POTTERY

TEA SETS,
DINNER SETS,
BREAKFAST
SETS.

TOILET SETS,

FRUIT
SERVICES.

EVERY REQUISITE

IN

HOUSEHOLD CROCKERY.

W.M. POWELL,
LTD.,
HONGKONG.

Hongkong, 16th September 1907.

Death of Mr. A. Rizzetti.**A well-known figure in Kobe.**

The *Japan Chronicle* of 4th inst., says:—We regret to record the death of Mr. Alessandro Rizzetti, a native of Bracca, Italy, which occurred on Monday evening at 6.15 at the International Hospital, Kobe, where the deceased had been under treatment for some weeks past. Mr. Rizzetti was born on June 6th, 1850, and was thus 57 years of age. As Kobe residents and foreign visitors are aware, Mr. Rizzetti was the proprietor and conductor of "Rizzetti's Band," whose excellent performances have done much to brighten life generally in this part of the world.

From information supplied by one or two of the older residents in Kobe, we learn that Mr. Rizzetti once took part in a performance of "Il Trovatore" under the conductorship of the composer, Verdi, and later served as a bandman in the Italian and French navies. In the latter he took part in the Tookin war. He then found his way to the United States, where he joined the American Navy, and on arrival at Yokohama on board the sidewheeler "Monocoshi" he left the sea and settled down ashore. He got a band together at Yokohama—the first Japanese band to perform in the northern port—and for some time played nightly at the Grand Hotel. Some 12 or 18 years ago he came to Kobe, and with the assistance of the foreign community he organised the well-known Rizzetti's Band here. At that time, Kobe residents were in the habit of hiring the Osaka Mijitai Band when a big dinner or a dance was to be given, and not infrequently a telegram would be received almost at the last minute stating that as the band was required for military duty, the musicians could not come to Kobe. Under these circumstances the proposal to organise a band for the community was well received, and a committee—composed of Messrs. I. A. Alliou, Berney, and Withall—obtained generous support from the foreign residents for the new venture, and a guaranteed income was secured. After a while, however, subscriptions came in less freely, and Mr. Rizzetti found that as the cost of living increased his income decreased.

Mr. Rizzetti showed wonderful ability and skill in training Japanese musicians in European music, and many of the smaller bands established in Japan at the present time can trace their origin to poor "Professor" Rizzetti. About six years ago a benefit concert was given in Kobe, with the proceeds of which Mr. Rizzetti bought new instruments, etc., and took over the band as his own concern, relying upon the generosity of the community, when submitting his subscription list and on various private engagements from time to time. For some time past the violin conductor's health has been failing, but it was not until recently that he at last became too ill to wield the baton. He was then admitted to the International Hospital, but despite the best medical attention he expired, as stated above, on Monday evening. His familiar figure and valuable services to the foreign community of Kobe will be very greatly missed.

IMPRESSIVE SCENES.

There was a large and thoroughly representative gathering of the Kobe foreign community in the Roman Catholic Church yesterday afternoon to show their respect to the memory of the late Mr. A. Rizzetti by attending the first part of the solemn burial service.

He *coffin* left the International Hospital shortly after four o'clock and, led by the band which had for so many years been under the leadership of Mr. Rizzetti, proceeded to the Roman Catholic Church by way of the Sanomiya road. The massive coffin was enclosed in a glass hearse, drawn by two horses, and was almost completely hidden under the mass of wreaths and other floral tributes. A large floral lyre from the Italian community was conspicuous among these offerings, others also were the being sent by the French community, the Kobe Club, the Club Concordia, and the K.R. and A.C. Many comrades and friends of Mr. Rizzetti followed the hearse down the hill from the hospital. On arrival at the church the coffin was carried into the building by eight bearers, members of the Italian community, and the first part of the burial service was conducted by Father Fage.

The coffin was then carried out of the church by the deceased musician's compatriots, and again laid on the hearse. The funeral procession was then re-formed, the band playing the "Dead March" in *Saul*, and proceeded as before to Kasugano Cemetery, where the remainder of the service was conducted by Father Fage. As the coffin was lowered into the grave the band played a funeral dirge most impressively, bringing the sad ceremony to a conclusion.

Nation of meat eaters.**Great increase in the consumption of beef.**

Britain is becoming more and more a meat-eating nation, if the conclusions of the Board of Agriculture's statistical returns for 1906 are well founded.

The greatest relative increase among our agricultural imports, says the report, has taken place in dead meat, "of which we consume twice as much per head as we did less than 20 years ago."

While there has been a substantial decrease in the number of live sheep and pigs imported, this has been more than counter-balanced by an increase in the number of live cattle. This great increase in the quantity of meat imported is especially significant," the report adds, "in view of the fact that there is no evidence of any diminution in home supplies of meat." The consumption of imported breakfasts has increased in a much less degree, notwithstanding the reduction of home supplies.

Rising standard of living.

The figures, therefore, "appear to suggest that the proportion of meat to bread in the national dietary has substantially increased, or

other words, that the average standard of living has risen during this period." And the increase by 63 per cent. in the average consumption of butter and margarine may perhaps be regarded, like report adds, as another indication in the same direction.

During the past 20 years, the report estimates, the annual consumption of milk (as milk, and not in the form of butter or cheese) in England and Wales has increased by something like a hundred million gallons, and the demand for milk which British farmers have to meet is now increasing at the rate of 6,000,000 gallons annually. In face of these circumstances, the report remarks that it cannot be regarded as surprising if the home production of butter and cheese shows a falling off.

British beef still maintains its superiority, in British eyes, over the foreign product, and on the average homebred beef fetched 3s. 6d. per cwt. more than foreign beef.

Some big figures.

Some of the totals of our chief imports of food products during 1906 are:

Dead meat, 18,451,766 cwt.

Butter, 4,337,458 cwt.

Cheese, 2,618,794 cwt.

Wheat, 92,667,200 cwt.

Flour, 14,190,300 cwt.

Barley, 19,934,000 cwt.

Oats, 15,286,500 cwt.

Of the wheat 3,1 million hundredweight was from British possessions and 61 from foreign countries.

Last, but not least, the United Kingdom imported the appalling total of 2,264 million eggs in 1906. Russia sends more than a third of these, and Denmark, Germany, Belgium, and France are among the chief contributors.

Auction.**Public Auction.**

THE Undersigned have received instructions to sell by

PUBLIC AUCTION;
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 19th September, 1907, at 11 A.M., at their Sales Rooms, No. 8 Des Voeux Road, corner of Ice House Street,

SUNDAY.**HOUSEHOLD FURNITURE,**

ALSO

About 6,000 JAPANESE LANTERNS,

AND

A quantity of WINES and SPIRITS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 17th September, 1907. [817]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 21st September, 1907, at 2.30 P.M., at their Sales Rooms, No. 8 Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising:—

CARVED IRASS BOWLS, VASES,

INCENSE BURNERS, JAPANESE TEMPLE TORI, O.D. BRONZE VASES,

GONGS, IVORY CARVINGS, GOLD and SILVER CLOISONNE WARE, IMARI and MAKUDZU VASES, SILK EMBROIDERED SCREENS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual;

HUGHES & HOUGH,

Auctioneers.

Hongkong, 17th September, 1907. [818]

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have

received instructions to sell by

PUBLIC AUCTION,

on

WEDNESDAY,

the 25th day of September, 1907, at 3 P.M., at their Sales Rooms, 8 Des Voeux Road Central.

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY IN ONE LOT.

ALL THAT Piece or Parcel of Ground

registered in the Land Office as THE RE-

MAINING PORTION OF SUBSECTION

A OF SECTION 1 OF THE RECLAMA-

TION TO MARINE LOT NO. 104 TO-

GETHER with the three meanders and

premises thereon known as Nos. 27, 28 and

29 Des Voeux Road Central. Annual Crown

Rent \$57.04. Area 3,514 1/2 square feet.

Particulars and Conditions of Sale can be

obtained of

Messrs. EWENS & HARSTON,

Vendors' Solicitors,

or

Messrs. HUGHES & HOUGH,

The Auctioneers.

Hongkong, 7th September, 1907. [814]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

S.S. "BENMOHR,"

FROM LONDON AND STRAITS.

CONSIGNNEES of Cargo are hereby in-

formed that all Goods are being landed

at their risk into the hazardous and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd.

whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the

20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 24th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 17th September, 1907. [815]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

S.S. "BENMOHR,"

FROM LONDON AND STRAITS.

CONSIGNNEES of Cargo are hereby in-

formed that all Goods are being landed

at their risk into the hazardous and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Ltd.

whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 24th inst., will be subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the

20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 24th inst., at 11 A.M.

Intimation.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS
BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

**WATSON'S
HOUSEHOLD
AMMONIA.**
An Elegant Preparation for the Toilet and
Bath, Refreshing and Invigorating.

LOTION

FOR

PRICKLY HEAT.
An Efficacious Remedy.
GIVES INSTANT RELIEF.

**PURE CARBOLIC
SOAP.**

Highly Recommended by the Medical Faculty,
STRONG MEDICAL.

Guaranteed to contain 20 per cent. of
Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of
Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of
Pure Carbolic Acid.

**FRAGRANT TOOTH
WASH.**

Antiseptic and Detergent—Whitens the Teeth
and strengthens the Gums.

**A. S. WATSON & CO.,
LIMITED,**
CHEMISTS, DRUGGISTS AND
PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

131

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSS., nor to return any contribution.

SUBSCRIPTION RATES (ON ADVANCE).

DAILY—\$80 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On September 5, at Kobe, the wife of JEROME PITTER PEREIRA LEITE, of a son.

Mr. G. A. WOODCOCK begs to thank his many friends for their wreaths and kind letters of sympathy.

1907.

THE HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, SEPT. 18, 1907.

**AMERICAN TRADE IN THE
PHILIPPINES.**

Where is America's boasted importance in the commercial affairs of the Orient? Where is her vaunted shipping and mercantile supremacy in the import and export trade of the Philippine Islands, her own possession in the Far East? To the foregoing questions the Manila *Cubentus* answers: It is a myth. Our contemporary says: The annual report of the acting collector of customs shows that instead of gaining ground here our country is lagging behind year by year as far as shipping is concerned.

The report shows that of the total import trade for the fiscal year ending June 30, 1907, \$16,697,111 gold, or 56 per cent., was carried by British vessels. The British also carried 76 per cent. or \$26,015,016 of the export trade. On the other hand, American vessels showed a marked decline in carrying import trade, falling from \$1,783,266 in 1906 to \$942,940 in 1907, and an equally marked decline in carrying the export trade. Nevertheless for the same period Spanish vessels' trade increased 10 imports from \$5,820,663 in 1906 to \$6,195,281 in 1907, with a proportionate increase in the export trade.

German vessels increased their trade about one million dollars in imports, and also a slight increase in exports. Thus it is seen that our own shipping has declined over \$800,000 in one year while British, Spanish and German trade has increased very sub-

sstantially. Furthermore the collector's report shows that American ships only carried 16 per cent. of the imports and 6 per cent. of the export trade during the year between the United States and the islands. During the fiscal year 1907 the value of merchandise imported into the Philippine Islands from the United States was \$5,664,254, and of this amount merchandise to the value of only \$942,940 was brought to the islands in American bottoms, showing a meagre 16 per cent. of the total shipping. The merchandise exported from the Philippine Islands to the United States direct was \$12,082,364, and the proportion in American bottoms was 6 per cent. or \$831,473. On top of this poor showing comes the knowledge that April 11, 1907, will witness the application of American navigation laws to the Philippine Islands, providing that all merchandise, carried both ways between the United States and the Philippine Islands must go in American bottoms. Concerning this Colonel McCoy says in his report: "The application of the navigation laws of the United States to the Philippine trade must result in one of two things: either enough American ships for the purpose of carrying this trade must be available at freight rates considerably less than those now prevailing, or the trade which is now going to the United States will be diverted to foreign countries. As the law above referred to was passed by Congress with the evident intention to benefit American bottoms, it would seem to be incumbent upon American shipping interests to make the necessary arrangements for the proper handling of the business. It is an easy deduction to arrive at the conclusion that unless such action is taken the American exporter to the Philippine Islands must suffer a material decrease in his Philippine trade." Japanese vessels have again entered into competition here, carrying \$760,718 of the import trade and \$558,026 of the exports during 1907. One encouraging fact is the increase of 50 per cent. in the foreign trading done during the year by local vessels of Philippine register. As far as general shipping into the island is concerned irrespective of the nationality of the vessels handling the cargo, the port conditions for the year just ended were very encouraging. The total volume of import trade shows an increase of \$3,855,047 representing 15%. Actual American trade with the islands increased \$1,330,337 during the year, and it is therefore disappointing that the proportion of the trade carried in American bottoms is decreasing rather than increasing as shown by the above figures.

THE SUGAR TRADE.

In his official communication to his home government, Mr. Havie Droeze echoes the fear that has been so often expressed in Hongkong of the Japanese competition in the sugar trade. According to the report of the Netherlands Consul at Hongkong, the export of refined sugar from Hongkong to Japan is considerably decreasing, and will probably cease entirely, because the refineries in the latter country will provide for the wants there. Fears have been expressed that in consequence of this the quantity of Java sugar sent to Hongkong may be much reduced, and this should be prevented if possible, as in 1906 314,637 tons were imported at Hongkong from Java, or 65 per cent. of the whole import. It is an encouraging fact that China remains an important buyer of refined sugar, and that the largest quantity comes from Hongkong. The imports of Java sugar in Japan have increased during recent years. Statistics show that there arrived in Japan last year a considerable quantity of sugar from Java amounting in value to \$10,922,284 yen, or more than 84 per cent. of the total importations. This is really very satisfactory, and leads to the conclusion that the outlet for Java sugar in East Asia is not at present threatened.

LOCAL AND GENERAL.

MR. SUN, Chinese Consul at Kobe, has been recalled to take up a post in the Foreign Office at Peking. The Consul will leave Kobe toward the end of this month; his successor has not yet been appointed.

THE first steamer leaving Scandinavian ports in connection with the new Swedish East-Asian Company, Ltd., is the *Gävlen*, a vessel of some 7,000 tons dead-weight capacity, which is due at Kobe towards the end of October. Messrs. Samuel & Co. have been appointed agents for Japan.

THE annual general meeting of the Hongkong Cricket League will be held on Tuesday, 24th instant, at 5.30 p.m., in Messrs. Shaw, Tomes & Co.'s office, St. George's Building, for the purpose of passing the report and accounts for the season 1906-7 and electing office bearers for the ensuing season.

In connection with the Morrison Centenary Commemoration, held recently in the Theatre Royal, City Hall, we are requested to announce that subscription lists have been placed with Messrs. A. S. Watson & Co., Kelly & Walsh, Brewer & Co., and The Sincere Co., who have kindly consented to receive contributions to the Morrison Building Fund.

MR. W. CHATHAM, C.M.G.**THE INVESTITURE.**

Amid a throng of the most notable and representative ladies and gentlemen in Hongkong, the Hon. Mr. W. Chatham, C.M.G., was invested this evening, at Government House, by His Excellency Sir Frederick Lugard with the insignia of the Companionship of the Most Distinguished Order of Saint Michael and Saint George. When the distinguished gathering had assembled in the Ball Room, and his Excellency, supported by the members of the Legislative Council, had taken his seat on the

throne, Mr. Chatham, supported by Sir Paul Chater and the Hon. Dr. Ho Kai, Comptons of the Order, into which Mr. Chatham was about to be initiated, marched in procession towards his Excellency, the assembly standing.

In the briefest words Sir Paul Chater introduced the new Companion to his Excellency.

The Governor presented Mr. Chatham with a scroll and Statutes of the Order, making some laudatory remarks to the recipient.

His Excellency then took the distinctive emblem of the Order of Saint Michael and Saint George and pinned it on the left breast of the newly-created Companion.

Mr. Chatham bowed his acknowledgments and the ceremony concluded.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 18th at 12.50 p.m.—The barometer has fallen rapidly over E. Japan, particularly at Tokio. It has risen moderately to slightly over China, Formosa and the Philippines.

The typhoon is moving N.E. and approaching the S.E. coast of Japan in the neighbourhood of Yokohama.

Pressure is high over China to the Upper Yangtze, and the normal is now attained along the China coast.

Fresh N.E. winds are expected to prevail in the Formosa Channel, and along the Northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST.

1.—Hongkong and neighbourhood, E. to N.E. winds, moderate or fresh; showery.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamock, same as No. 2.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE P. O. and steamer *Britannia* left London on 16th ult. with following specie for Singapore:—Coin gold, £83,600.

LIEUTENANT R. H. FITZROY, Royal Garrison Artillery, has been transferred from No. 14 Company, Shoeburyness, to No. 83 Company, Hongkong.

THE payment of a quarter of the capital of the Kobe Sugar Refining Company, which has increased its capital from \$20,000 to \$200,000, has been completed, and the fact was duly registered on the 30th ultimo. The building of the company's factory in Hyogo is now almost completed, and the machinery is now being installed. The accommodation now made is sufficient to produce 120 tons of sugar a day, preparations being also made to extend the works at short notice.

A NEW steamship line, to comprise at least eight freight ships and owned by the Jebsen interests of Hamburg, will invade the Oriental field in the near future from Seattle, according to Captain Hans Jebsen of the *Tolosan*, a cousin of M. Jebsen, of Hamburg. Captain Jebsen will have the local management of the vessels, of which the *Tolosan*, in port at Seattle 1st month, will make the maiden voyage. The ships will be the *Tolosan*, *Baker*, *Brandford*, *Elsa*, *Emma*, *Erle*, *Erna* and *Eva*.

THE increase in passenger rates by certain shipping companies by means of a surtax of 10 per cent. has created some surprise in the City. The reason given for the movement is the great advance in the price of coal and numerous other accessory articles. A curious feature of the situation is that companies trading west apparently evince not the slightest disposition to follow the lead of the others trading eastwards. Some think that the increase in coal is not the only factor in the situation. In recent years there has been keen competition between the companies trading east; freight wars have been frequent, and the effects of the struggle are being felt. Hence the agreement to raise the passenger rates. —*Post-Mall Gazette*.

CAPTAIN H. M. Close, Royal Garrison Artillery, has been appointed armament officer at Hongkong. Captain Close has been a gunner officer for 11 years, and was amongst the little handful of regular troops which defended Kimberley during the siege. For his services he was mentioned in despatches, and received the Queen's medal with two clasps.

SEATTLE paper says:—James J. Hill and the Great Northern Steamship Company were not the only losers by the wreck of the steamship *Dakota* early this year. The United States, which sends registered mail on the Hill steamships to Kobe, Yokohama, Tokyo, Hongkong and Manila, stands to lose a considerable amount. Estimates of the pieces of registered mail which passed through the Seattle post office to the wrecked steamer run high. Seven hundred registered packages went from this city alone. From Seattle it is estimated that about 2,000 more were sent, so that the total of those on the *Dakota*, not including what was sent from the San Francisco post office, will run between 2,500 and 3,000. The maximum amount that can be claimed by the sender of a registered package is \$25, and the amount that Uncle Sam may have to pay out for this wreck will run way up in the five figures. The local post office officials were busy yesterday (Aug. 6) straightening out the lists of registered mail sent through this office on the *Dakota* to forward them to Washington.

MESSRS. KEGAN PAUL, TRENCH, TRUBNER & CO. will publish early in October a new volume by the Rev. Dr. Macgowan, the well known author of "The History of China," under the title of Side Lights on Chinese Life. The publishers have been fortunate enough to secure the copyright of some fine pictures of China by Mr. Montague Smyth, who recently spent some six months in the country painting Chinese scenes. These will be reproduced in colour as illustrations, and there will be also a number of reproductions of photographs by the author and others.

GERMAN S.S. "SULLBERG"**OVERDUE.****WORST FEARS APPREHENDED.****GERMAN GUNBOAT PROCEEDING IN SEARCH.**

Considerable anxiety is felt in shipping circles for the safety of the German steamer *Sullberg*. The steamer is now five days overdue from Hoihoi, and the worst fears are entertained as to the vessel.

The *Sullberg* left Haiphong with a full cargo of tin in coal on board for Hongkong via H. Shew. The coal is consigned to Chinese at Canton. Arriving at Hoihoi the *Sullberg* loaded, in addition to her cargo, some thirty or forty head of cattle and other live stock on deck, consigned by her Hoihoi agents (Messrs. Marte & Co.) to the head office in Hongkong. After shipping the cattle, the *Sullberg*, too, had departure for Hongkong, on the morning of the 12th inst., one hour or so after Marte & Co.'s s.s. *Idian* sailed from the southern port. The *Idian* arrived here at noon on the 13th inst.

Capt. Andersen, of the *Idian*, reported on arrival that the *Sullberg* was following his vessel on the day of departure. He encountered very rough weather during the voyage and had to anchor at St. John's Is. for shelter for the night. Upon resuming his voyage the following morning he met with very rough weather before reaching Hongkong. The barometer was going down steadily. Capt. Andersen, accordingly, steered to render the Kowloon establishment capable of performing its work in an efficient and profitable manner. The Praya roadway was acquired from the Government, and two Marine Lots close to the Police Pier, where the Company's offices are now located, were purchased. The necessary expenditure was provided by the Bank's allowing an overdraft until such time as a fresh issue of capital could be conveniently made. Unfortunately just a year ago to-day, the typhoon swept your property and gave us a severe set-back, just as the benefits from the improvements I have alluded to were becoming felt. The terrible damage wrought has been gradually repaired, and to-day your property is once more in condition to give a proper return for the expenditure incurred. As I have said before, we have a considerable overdraft with the Bank, and though there is no doubt that the Bank would allow us to carry on, your directors consider it wiser to avoid the heavy interest charge and to make a fresh issue of capital. Before putting the resolution to the meeting, I shall be glad to answer any questions you may wish to ask.

Mr. Wickham—Can you tell me if the increase in capital will provide for the extension necessary when the railway is finished at Kowloon?

The Chairman—We are in negotiation with the Government now with regard to that siding which will come from the station yard right on to our property. The Government will build a line from the station along Salisbury Road right up to our property and we then bear the cost of laying the rails on our property. Although the extension is considerable the expenditure will not be great on that, and, of course, it will be of very great assistance to us when we do get the line coming across.

The Chairman then moved the three following resolutions en bloc, which, on being seconded by Mr. Smyth, were declared carried unanimous:

1.—That the capital of the Company be increased from \$1,000,000 to \$3,000,000 by the creation of 20,000 new shares of \$50 each.

2.—That such new shares be issued at par and be offered to those persons who are registered as shareholders of the Company on 1st December, 1917, in the proportion of one new share for every complete two shares held by them on 1st December, 1907.

3.—That the amount due for the new shares be called up on 31st December, 1907.

This was all the business.

THE Chinese coolies, about 220 in number, who were brought over to be employed on the construction of the Kagoshima railway, and were sent away by the authorities of Miyazaki Prefecture, are stopping at Maruzuka, Aira district, Kagoshima Prefecture, in a miserable state of desuetude, their late employer refusing to pay their passage home, as it is stipulated in the contract that no money would be paid for such purpose. The coolies have appealed to the Peking Government for assistance, and a reply has been received from Peking that the matter was under negotiations with the Japanese Minister in Peking. On the 2nd instant two officials in the Kagoshima Kencho came to Yoshimatsu and advised the employers to give the coolies reasonable assistance. It is stated that the employer's loss owing to the prohibition is about Y1,000.

Mr. Lockhart reports that the trade of Wei-hai-wei still remains small, and under present circumstances it is not possible to be sanguine regarding its future development. Thirteen prospecting licences were issued during the year. The Wei-hai-wei Gold Mining Company, Limited, not having found its operations satisfactory,

Telegrams.

[Advertiser's]

Oriental Immigration in British Columbia.

London, 16th September.

Mr. Scott, Superintendent of Immigration, has left Ottawa for Vancouver to investigate the whole position of Oriental immigration.

Mr. Ishii, the Japanese immigration officer, has arrived at Ottawa, and will confer with the Government to-day.

Accident to the Quebec-Boston Express.

The Quebec-Boston Express collided with a goods train, killing 17 and injuring 40.

Later.

Germany and Japan.

The Kaiser has conferred the Order of the Red Eagle 2nd class on M. Yashiro, of the Japanese Embassy.

Cholera in Russia.

One thousand six hundred and sixty-three cases of cholera have occurred in Astrakhan since the outbreak, 849 of which have proved fatal.

The scourge is increasing in Samara, Nijni Novgorod, and elsewhere.

The Dock Strike at Antwerp.

One thousand more English strike-breakers have arrived at Antwerp, but many are getting tired of the confinement on board ship, and are continually leaving.

The strike is spreading to Rotterdam.

HONGKONG WATER POLO SHIELD COMPETITION.

NINTH ROUND.

The last match in the Shield Competition, with the exception of the final, which is to have taken place yesterday afternoon between the Middlesex "B" Team and the Royal Hongkong Yacht Club did not come off, as the former failed to put in an appearance, and consequently forfeit a win to the Royals.

We understand the final between the 87th Coy. Royal Garrison Artillery and the V.R.C. "A" Team for the Shield takes place at the V.R.C. enclosure on Wednesday afternoon, the 25th instant, at 5 p.m.

The league table now stands as follows:-

	COMPETITION TABLE.	Played.	Won.	Lost.	Drawn.	Points.
V. R. C. "A"	8	7	0	1	22	
87th Coy. R.G.A. "B"	7	0	1	6	22	
Corinthian Y.C. "B"	6	2	0	4	18	
R. H. K.Y.C. "B"	5	3	0	2	15	
V. R. C. "B"	4	4	0	0	12	
R. E. "A"	8	4	5	0	9	
R. E. "B"	8	1	7	0	3	
Middlesex "B"	8	1	7	0	3	
Middlesex "A"	8	1	7	0	3	

A Team Race was got up yesterday between teams representing the Royal Engineers, Royal Hongkong Yacht Club and Corinthian Yacht Club.

The Corinthians and Royals had a very hard struggle for first place, but the former won by about half a dozen yards from the latter. The Royal Engineers finished nearly a length behind the Royal Yacht Club.

MAIL CONTRACT.

In the House of Commons, Mr. Runciman moved that the contract dated Aug. 7, 1907, between the Postmaster-General and the Peninsular and Oriental Steam Navigation Company for the conveyance of the East India, China, and Australia mails for the period from Feb. 1, 1908, to Jan. 31, 1915, be approved.

Mr. Holt criticised the contract, and urged the advantages of the Siberian route for the China trade.

Mr. Havelock Wilson raised the question of the accommodation provided for Lascars and the food scale in Peninsular and Oriental liners.

Mr. Runciman, in rep'y, stated that the principal objection to the Siberian route was the question of cost. With reference to the Lascars, the Government had no power to place restrictions upon the P. & O. Company. It was true that the Government paid a subsidy to the company, but the Postmaster-General drove an exceedingly hard bargain, and had succeeded in reducing the subsidy by at least £100,000 a year, and securing a reduction in the period of transit.

The Labour members challenged a division when the resolution was agreed to by 93 to 19.

THE HOKKIEN RAILWAY.

A despatch from Amoy states that the Fukien Railway Company has ordered two locomotives for the above-named railway. One of them has been ordered through Messrs. Fawcett & Co., and the other through the Mitsu Bussan Kaisha in Amoy. Each is to cost 18,000 dollars.

The railway sleepers and rails were ordered through the Mitsu Bussan Kaisha, and about 40,000 sleepers will be delivered in Amoy in October at \$1.15 per piece. The rails were ordered from Hangchow Iron Works through the Mitsu Bussan Kaisha. Tls. 50,000 have been sent to the Hangchow Iron Works in Hankow as a deposit against order.—*Shanghai Times*.

CANTON DAY BY DAY.

KWANGSI RAILWAY CO.

[From Our Own Correspondent.]

Canton, 14th September.
The Kwangsi Railway Company has been formed and construction work will begin next spring in the sister province. The work will be divided into three sections: the first section extending from Samshui to Wuchow, the second from Wuchow to Kwei Yuen district, and the third section thence to the port of Nanning.

LIXIN COLLECTIONS.

The collection of lixin dues by the Canton Lixin Bureau for the seventh moon amounted at Tls. 377,312.

ANTI-OPIUM PROCLAMATION.

The Police Department has issued a proclamation stating that the rumour that, owing to foreign interference the prohibition of opium smoking will be relaxed, without foundation, and the anti-opium regulations will be strictly enforced as heretofore and with even greater stringency. Opium smokers are all reminded that they must apply for licences and that they must get rid of their vice as soon as possible.

Whilst owners of opium-selling establishments are warned to abide by the regulations, and if found selling opium to opium smokers without licences or selling to any one smoker a larger amount of the drug than specified on the licence, they will be strictly dealt with.

CEMENT WORKS.

The Canton Educational Bureau has been instructed to issue the sum of Taels 10,000 monthly from the seventh moon towards the payment of the purchase of machinery for the equipment of the Honam Government Cement Works.

POPPY CULTIVATION.

In accordance with instructions received from Peking, H.E. the Acting Viceroy has given orders to the different district magistrates, etc. to order that poppy-planting farmers, throughout their respective jurisdictions, should reduce cultivation of the poppy plant, commencing from the beginning of next year.

NANNING REGULATIONS.

A foreign Minister at Peking has communicated with the Waiwupu complaining of the regulations drawn up in connection with the opening of Nanning as a treaty port, and requesting the Ministry to have them revised. Acting Viceroy Wu has been instructed by the Ministry to investigate the matter and to report accordingly.

17th September.

TAOTAI WEN.

Taotai Wen Tsung-yao, who was a secretary of foreign affairs in Canton under ex-Viceroy Shum Chao-hsien and who left here together with H.E. for Shanghai, has now returned. Taotai Wen has been again appointed secretary of foreign affairs to the newly-appointed Viceroy, H.E. Chang Jen-chun.

RAILWAY AFFAIRS.

On the 16th instant a meeting was held in the afternoon at the office of the Canton-Hankow Railway Company, at which it was suggested that two more members should be appointed by the president, Mr. Lo Po-shun, and others, to assist Mr. Chu Pak-kin, who was appointed to take over charge of the finances of the Company; but the majority of those present decided that this question should be brought up for discussion at a general meeting to be held at a later date. At the meeting a number of those present were sent to call on the newly-elected president, Mr. Lo Po-shun, and the vice-president, Mr. Wong Shiu-ping, to request them to assume charge of office from that date.

On the urgent representations of the shareholders, Mr. Wong Shiu-ping assumed the duties of his office from yesterday; but Mr. Lo Po-shun, the president, did not put in an appearance at the office, owing to the fact that the question of the financial control of the Company is still in abeyance.

THE ANTI-OPIUM MOVEMENT.

On the 14th instant, an anti-opium association was opened in Chan Chik in the district of Shun Tak. There was present a large number of persons including the representatives of the different anti-opium institutions throughout the province. Many speeches were delivered.

On the 15th instant, a meeting of the Central Anti-Opium Association was held at its headquarters at the Mu Lan Shan Yuen, and Mr. Chan Wai-po, the newly elected president, was voted to the chair. At the meeting the following resolutions were passed:—(1) That the police authorities be requested to give authority for the invitation of tenders for the sale of an old opium divan confiscated a short time ago by the police. (2) That a general meeting be arranged to take place on the 18th instant when the accounts for the last two months will be presented for approval and payments sanctioned by the committee. (3) That steps be taken to reduce the amount of anti-opium pills to be distributed daily to applicants. (4) That several questions be brought up for discussion with reference to further reforms necessary to be effected in the Refuge in connection with the association for the treatment of anti-opium patients. (5) That means be devised at an early date for the building of an industrial institution for the admission of those persons left destitute by the abolition of opium smoking.

LOADING MILITARY STORES.

Yesterday the Chinese gunboat *Fu Po* returned from Paktsu to ship more ammunition for the troops at Yumchow and Limchow. The *Fu Po* is also taking in bucker coal.

THE OPIUM FARM.

Owing to the numerous petitions received from the different opium farmers throughout the province, for the reduction of the amount of royalty paid for the monopoly through the recent enforcement of the anti-opium regulations throughout the province, the Hon. Hou Chu has written to the different districts to request the local officials to report on the matter and make suggestions as to the advisability of the opium monopoly being in future taken over by the Chu, so as to prevent further trouble.

AWAITING THE NEW VICEROY.

Yesterday Brigadier-General Cheung proceeding to Hongkong to meet H.E. Viceroy Chang who is expected in your Colony tomorrow.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

OFFICES AND GODOWNS DESTROYED.

The report for presentation to the shareholders at the twenty-fourth ordinary general meeting, to be held at the offices of the Company, on Saturday, the 28th day of September, 1907, at noon, reads:—

The general managers have now to submit to the shareholders their report on the twenty-fourth year's working of the Company, ending June 30th 1907.

After paying all running expenses, premia of insurance, remuneration to the consulting committee, and auditors' fees, the amount at credit of profit and loss account is \$117,488.15 which, with the consent of shareholders, it is proposed to appropriate as follows:—

"To pay a dividend of 8½% on the capital of the Company, amounting \$80,000.00 and to write off the balance of \$37,488.15 from the values of the Company's properties on June 30th last."

The improvement in the year's working it is hoped will be considered satisfactory, in view of continued keen competition and consequent low rates of freight now existing, coupled with the high price of coal during a considerable portion of the period under review.

The steamers and other properties of the company are all in first class order, but the expenditure for overhaul and repairs has been unusually heavy.

The west side of the wharf has been leased to the Hongkong, Canton and Macao Steam-boat Company.

The amounts appearing as "freight due" and "accounts receivable" on 30th June have since been collected.

CONSULTING COMMITTEE.

Since the last general meeting, Mr. A. Livingston and Mr. W. J. Gresson resigned their seats on the Board and Mr. Robert Shaw and the Hon. Mr. Henry Keswick were invited to fill the vacancies. The Committee now consists of the Hon. Mr. Keswick, Mr. R. Shaw and Mr. A. G. Wood, who retire in terms of the Articles of Association, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. A. R. Lowe and F. Maitland (the latter acting in the absence of Mr. W. H. Potts). Messrs. Potts and Lowe retire, but offer themselves for re-election.

DOUGLAS LAPRAIA & CO., General Managers.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1907.

To Dividend paid for year ending 30th June, 1906	\$50,000.00
Amount written off for depreciation for year ending 30th June, 1906	117,488.15
	\$192,805.75

By Balance of profit and loss account, 30th June, 1906

General interest account

Interest on mortgage account

Coal account

Profit on running the company's steamers during the year

\$192,805.75

By Balance of profit and loss account, 30th June, 1906

Interest on mortgage account

Coal account

Profit on running the company's steamers during the year

\$192,805.75

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1907.

Liabilities

Capital Account:

20,000 shares at \$50

Reserve fund

Underwriting account of the company

Sundry accounts payable

Unpaid dividends

Unpaid bonus

Profit and loss account

\$1,523,958.00

Assets

Value of the Co.'s steamers:—

Hilton, Hatching and Haiman, as per last report

Add: alterations since made

\$65,760.00

Less amount written off as resolved at last general meeting

9,000.00

\$676,760.00

Value of buoys & moorings at Swatow, Amoy, Tsin-tau and Hongkong, as per last report

\$34,310.29

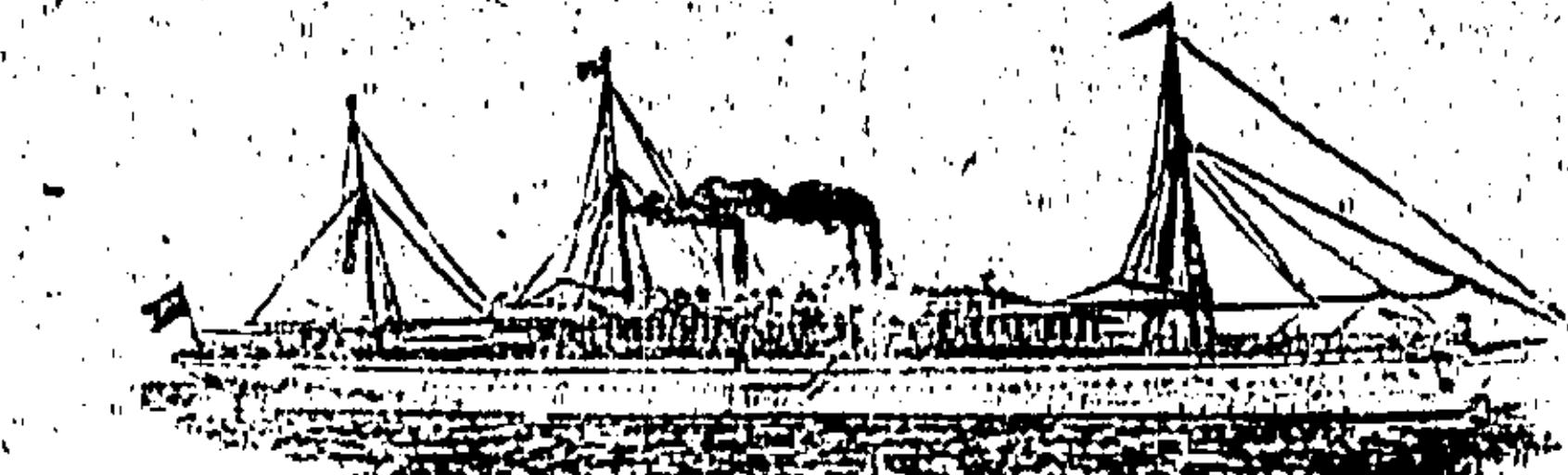
Less amount written off as resolved at last general meeting

2,299.45

\$31,500.84

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific in the "Empress Line," Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	To	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	.....6,000	THURSDAY, Sept. 26th	Oct. 1st
"EMPEROR OF INDIA"	.....6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	.....6,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPEROR OF JAPAN"	.....6,000	THURSDAY, Nov. 11th	Dec. 9th
"EMPEROR OF CHINA"	.....6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPEROR"	.....	Intermediate steamer will depart from Hongkong at 4 P.M.	
Intermediate steamer at 12 Noon.			

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and to QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.

Hongkong to London, 1st Class,via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate on Steamer, and 1st Class on Railways, via St. Lawrence River £42.

First-class rates include cost of Meals and Bar in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

Hongkong, 17th September, 1907.

(1)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On
SHANGHAI, YOKOHAMA, KOBE } KUTSANG* THURSDAY, 19th Sept., 4 P.M.
& MOJI } YUENSANG* FRIDAY, 20th Sept., 4 P.M.
MANILA CHEONGSHING* FRIDAY, 20th Sept., Noont.
TIENTSIN CHEONGSHING* FRIDAY, 20th Sept., Noont.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class Single. Return.
Penang 50 100
Calcutta 85 130
165 250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo through Bills of Lading to Cheloo, Tientsin, Newchwang and Yaogtse Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 18th September, 1907.

(6)

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

SHANGHAI	"SHAOHSING"	21st	Sept., 4 P.M.
SHANGHAI & CHINKIANG	KANSU	21st	"
CHEFOO, NEWCHWANG & TIENTSIN	KUEICHOW	21st	"
HOIHOW and HAIPHONG	HUPEH	24th	daylight
MANILA	TAMING*	24th	4 P.M.
CEBU and ILUOLO	KAIFONG	26th	"
SWATOW & SHANGHAI	YOCHOW	27th	"
MANILA, ZAMBANGA & COLONIES	CHANGSHA	10th	Oct.
YOKOHAMA & KOBE	CHINGTU*	10th	"

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th September, 1907.

(7)

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain	For	Sailing Dates.
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 21st Sept., 1907.
MURI	2540	Almond	"	SATURDAY, 28th Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th September, 1907.

(8)

HONGKONG NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship.

"OCEAN MONARCH" On the 2nd November, 1907.

For Freight and further information, apply to

SHEWAN TOMES & CO.,
General Agents.

Hongkong, 18th September, 1907.

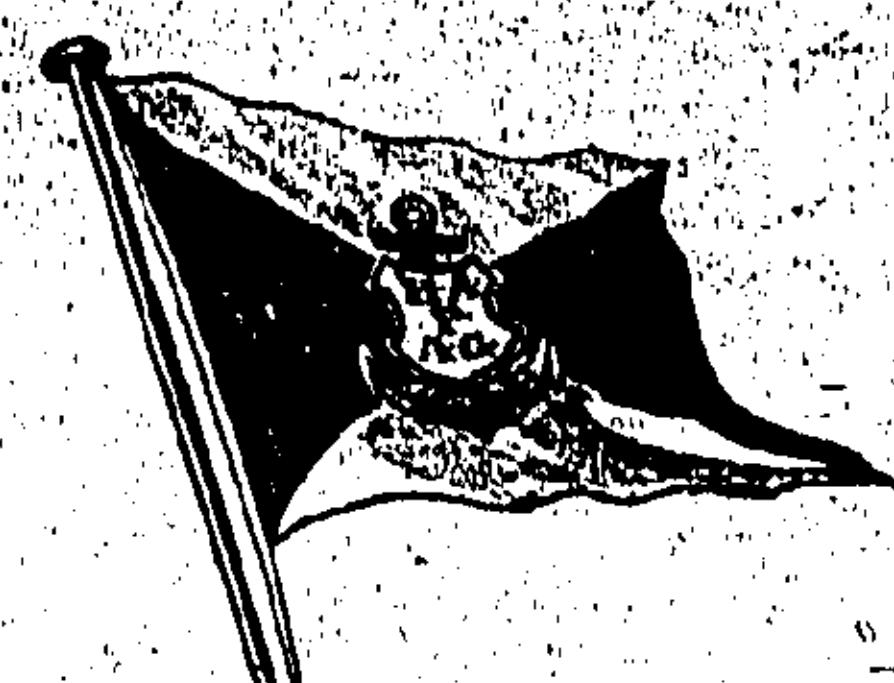
(9)

THE HONGKONG TELEGRAPH WEDNESDAY SEPTEMBER 18 1907.

18

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, NAYRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HOHENSTAUFEN 1st Oct.

SILESIA and Nov.

Hongkong, 1st September, 1907.

Homeward.

RHENANIA 2nd Oct.

HOHENSTAUFEN 30th Oct.

Hongkong, 1st September, 1907.

FOR DALNY.

THE Steamship

"KARONGA"

will be despatched for the above Port, on the 26th inst.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 18th September, 1907.

[794]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland
Ports, and taking through Cargo to Adelaid, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th September, 1907.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKH" 5th Oct.

S.S. "MUNCASTER CASTLE" 26th Oct.

This steamer has excellent Saloon Accommodation, for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 13th September, 1907.

[64]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"HEADLEY."

will be despatched for the above Port, on or about SATURDAY, the 19th October.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 16th September, 1907.

[83]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single journey \$4.

Meals \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and

SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

[16]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sail. g.

Squier* 6,235 W. Shotton 8th Oct.

America* 6,232 D. Baird 15th Oct.

Shawmut 9,606 E. V. Roberts 6th Nov.

* Cargo only.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PRESENT QUOTATION. PARSOMON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	80,000 40,000	\$125 \$125	\$125 \$62½	{ \$1,000,000 \$11,750,000 \$50,000}	\$1,797.167	{ \$1.15/- for 4-year, ending 30.6.07 @ ex 2/2 3/10 = \$16.04	4½	\$47½ sales ex \$15 n. issue London £78 ex new issue London £62.10. n. issue first call \$51
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$30,000}	£78.293	£2 (London 3/6) for 1905	7½	\$270
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£250	£50	{ \$1,675,000 \$20,000	£233.638	£20 for 1905	6	Tls. 77½ sellers
North China Insurance Company, Limited	10,000	£15	£5	{ £10,000,000 Tls. 100,000 Tls. 50,000}	Tls. 185.529	{ Interim of 7/6 for account 1906 @ ex 2/2 10 11/10 per share	5½	\$76½ buyers
Union Insurance Society of Canton, Limited	12,400	£250	£100	{ \$3,000,000 \$70,000 \$255,607 \$817,028}	£1,460.410	{ Final of £12 making £42 for 1905 and Interim of £3 10 1906	7	\$170 sellers
Yangtsze Insurance Association, Limited	8,000	£100	£60	{ £30,000 \$130,487 \$55,527}	£461.467	£1 for year ending 31.12.05	9½	\$86
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	£100	£20	{ \$1,000,000 \$320,449 \$7,610	£362.980	£1 and bonus £2 for 1905	12½	\$315
Hongkong Fire Insurance Company, Limited	8,000	£250	£50	{ \$1,255,483	£435.236	£40 for 1905	6	\$15 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	£25	£25	" £7,900	£365	£1 for 1906	6	\$41½ buyers
Douglas Steamship Company, Limited	20,000	£50	£50	" £264,038 \$93,502	Nil.	£2½ for year ended 30.6.1906	7	\$41½ buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	90,000	£15	£15	{ £7,000 \$559,000 \$80,980}	£27.101	£1 for 1st half-year ending 30.6.07	7½	\$27½
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 6,000	£5	£5	{ £65,000 \$270,000}	£3.694	£1 for 1906 @ ex 2/2 = £1.74 per share	3½	\$30 buyers \$28 buyers
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000	Tls. 50	Tls. 50	{ £15,543.72 \$400,000 £1	Tls. 13.327	Interim of Tls. 1/4 for account 1907	11½	Tls. 47½ sellers
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	{ £65,000 \$235,000	172.370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4½	\$20 buyers \$10 buyers
"Star" Ferry Company, Limited	10,000	£10	£10	{ £137 Tls. 98,000 Tls. 419,479 Tls. 62,400 Tls. 81,400 Tls. 30,000}	£137	£100 (50%) for year ending 30.4.1907	5	\$10 buyers
Taku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	"	18.730	Final of Tls. 2 making Tls. 6 for 1906	12½	Tls. 48 sales
REFINERIES.								
China Sugar Refining Company, Limited	90,000	£100	£100	{ \$450,000	£9.218	£8 for year ending 31.12.06	8½	\$98
Liaon Sugar Refining Company, Limited	7,000	£100	£100	none	Tls. 8,935	£1 for 1907	4½	Tls. 90 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	"	Tls. 4 (8%) for year ending 31.8.06	8	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£2	£1	{ £110,000 £26,013	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4	Tls. 15.20 buyers
Raub Australian Gold Mining Company, Limited	150,000	£2	£1	{ £8,110 £2	£4,873	No. 12 of 1/- = 48 cents .....	..	\$9
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ £64,124	£10,335	£1.75 for year ending 31.12.06	10½	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	£50	£50	{ £10,000 £23,152 £30,000	£3,047	Interim of £4 for six months ending June 30th 1907	6½	\$65
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ £100,000 \$50,000	£491.580	£4 for 1st half-year ending June 30th, 1907	7½	\$104 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ £1,000,000 Tls. 487,210 Tls. 100,000 Tls. 190,100 Tls. 75,000}	£1,045	Tls. 3 for year ending 30th April 1907	4	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	56,000	Tls. 100	Tls. 100	Tls. 23,117	"	Interim of Tls. 8 for account 1907	8	Tls. 227
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 100 \$25,000 \$15	£1,388	Tls. 6 for 14½ months ending 28.2.07	6	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	£100	£100	{ £20,000 \$31,000	£10,908	£2½ for year ending 30.6.07	9½	\$28 buyers
Central Stores, Limited	50,123	£100	£100	{ £1,477 \$1,073	19.178	£1.80 for 1906	12½	\$14
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £10,000 \$25,000	£10,925	£4 for 1st half-year ending 30.6.07	10½	\$95 buyers ex d.
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ £208,360 \$36,218	£36,218	Interim of £3 for half year ending 30.6.07	7½	\$95 sales
Humphreys' Estate & Finance Company, Limited	100,000	£10	£10	{ £10,000 \$10,000	£1,167	£0.05 cents for 1906	7½	\$101 sa. and b.
Kowloon Land and Building Company, Limited	6,000	£50	£30	{ £10,000 none	£1,089	£2½ for 1906	7	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000 none	Tls. 61,978	Interim of Tls. 3 for account 1907	7½	Tls. 102 buyers
West Point Building Company, Limited	12,500	£50	£50	Tls. 1,519	£1,519	Interim of £4 for half year ending June 30th	8½	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 \$63,000	£16,496	Tls. 10 for year ended 31.10.1906	15½	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ £10,000 \$10,000	£14,279	50 cents for year ending 31.7.07	4½	\$104 ex div.
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 30,211	Tls. 6 for year ended 30.9.06 (8%)	11½	Tls. 52 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,460	Tls. 8 for 1906	8½	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 50,663	Tls. 50	Tls. 50 for 1906	16½	Tls. 300 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 19,000	£638	£1/ per share for 1906	9	\$61
Campbell, Moor & Co., Limited	1,200	£10	£10	{ £1,000 \$12,000	£653	£1 for 1905 .....	..	\$20 sellers
China-Borneo Company, Limited	60,000	£12	£12	none	Nil.	£1 for 1906 .....	..	\$61
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	£889	Final of Tls. 5 making Tls. 10 for 1905 .....	..	Tls. 60
China Light and Power Company, Limited	50,000	£10	£10	{ £1,000 \$1,000	£25,000	60 cents for year ended 31.12.05 .....	..	16 buyers
Do. Do. special share	50,000	£10	£10	none	£855	80 cents for 1906	9	\$9 buyers.
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	{ £1,000,000 \$10,000	£2,555	£1.30 for year ending 31.7.1906	7½	\$172 sales
Dairy Farm Company, Limited	25,000	£7½	£7½	none	£10,804	Interim of 50 cents per share for a/c. 1907	9	\$161 buyers
Greas Island Cement Company, Limited	400,000	£10	£10	{ £1,000,000 \$10,000	£15,022	£2½ for year ending 28.2.07	11½	\$20 sales
Hall & Holtz, Limited	21,000	£20	£20	none	£12,953	£1 per share for year ending 28.2.07	7½	\$14
Hongkong Electric Company, Limited	60,000	£10	£10	none	£14,561	Interim of £4 for 1-year ending June 30th '07	9½	\$240
Hongkong Ice Company, Limited	5,000	£25	£25	{ £10,000 \$6,000	£4,361	Interim of £4 for 1-year ending June 30th '07	8	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	{ £10,000 \$4,212	£4,212	Second Internat. div. of Tls. 7½ for a/c 1907	9	Tls. 330 buyers
Mantschappi tot Mijn, Bosch-en Landbouwet platte in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	£26,655	£1 per sh. or period fr. 19th Oct. to 30th Apr.'07	8½	\$121 buyers
Peak Tramways Company, Limited	25,000	£10	£10	none	Dr. P. 34,324	None .....	..	\$14 buyers
Peak Tramways Company (new)	50,000	£10	£10	Tls. 100,000	Tls. 7,990	Interim of Tls. 31 for account 1907	7½	Tls. 32 buyers
Philippine Company, Limited	67,500	£10	£10	Tls. 45,000	Tls			